

NEW YORK HERALD.

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PROPRIETOR AND EDITOR.

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AMUSEMENTS THIS EVENING.

BOWERY THEATRE, BOWERY—THE ROMANCE—JACQUES
BROOK.

NIBLO'S, BROADWAY—DORIS AND SON—THE MUMMY.

NATIONAL THEATRE, CHATELAIN STREET—GAMMA—
CHARLES THE TWELFTH.

ST. CHARLES THEATRE, BOWERY—BOX AND CO.—
GLORIOUS NEW YORK—DECEASED BULL.

AMERICAN MUSEUM—A. M. BARNES—NO SONG NO SUPPER
WITH DRAGONS. EVENING—MAD OF MONTANA—SWISS
SERIES.

WADSWORTH AVENUE—AFTERNOON AND EVENING—FRAN-
COIS'S COUSIN HENRI.

CHRISTY'S OPERA HOUSE, 672 BROADWAY—ETHIOPIAN
MELANCHOLY BY CHRISTY'S OPERA TROUPE.

WOOD'S MINSTRELS, WOOD'S MUSICAL HALL, 444 BROAD-
WAY—ETHIOPIAN MINSTRELS.

OPERA HOUSE, 256 BROADWAY—HAWAIIAN PANORAMA OF
THE HOLY LAND.

New York, Thursday, June 30, 1853.

The News.

By reference to the despatch from our special Al-
bany correspondent, it will be seen that the Senate
Committee on Commerce yesterday reported in favor
of the bill relative to wharves and piers, and recom-
mended the selection of Messrs. Millard Fillmore, R.
H. Walworth and Wm. C. Beak, as Commissioners, at
a salary of five dollars per diem each, with travel-
ing expenses, to establish the water line of the East
river in this city and Kings county. The bill for the
consolidation of Brooklyn, Williamsburg and Bush-
wick, was favorably reported, and will pass. Quite
an animated though brief debate took place between
Messrs. Babcock, Cooley and others, with regard to
the Niagara Ship Canal bill. The objections of the
first named gentleman to the schemes alleged by
him to have been resorted to by the projectors of this
work it is hoped will be speedily eradicated, for the
interests of not only our own but various of the
Western States demand the early construction of the
canal. The Senate spent most of the day in the con-
sideration of the Appropriation bills.

Little was done in the Assembly besides reading
and passing bills. The Judiciary Committee re-
ported that the Legislature had no right to under-
take the impeachment of officers whose terms have
expired, or of present incumbents whose alleged
abuses occurred prior to their present term. The
specifications of the Champlin Committee against
Mr. Mather it is expected will come up for discus-
sion to-day. The debate upon the subject will prob-
ably last till after the Fourth of July.

Notwithstanding the various impeachment move-
ments of the Assembly, hopes are entertained that
the Legislature will actually adjourn in the course
of a week or two. A resolution was last Tuesday adopted
by the Senate to adjourn on Friday, thus proving that
some degree of thought for the interests of the peo-
ple exists in that body at least. Now, although they
are aware that there is a reported deficit in the State
treasury of about one million of dollars, and that
such being the case, their per diem allowance
must be drawn by taxing the pockets of
their constituents, it is doubtful whether the Assem-
blymen will be willing to retire to the shades of private
life so soon as fixed upon by the Senate—never-
theless, it is gratifying to observe that the New
York delegates have moved for an early adjourn-
ment, to-morrow week, and it is sincerely hoped that
they may succeed in thus carrying out the desires of
those who elected them. The extra session has al-
ready been elongated to treble the length for which
there was any necessity. The principal object for
which it was called, the settlement of the Canal
question, has been accomplished. All has now been
done that is probably intended with regard to the
Mather and other impeachment cases, except so
far as talk is concerned; and the Appropriation,
New York Park, and Railroad Accident
bills, the only matters of real and immediate impor-
tance, can be disposed of in two days if our leg-
islators are so inclined. No substantial reason
can be adduced why an adjournment should not take
place to-morrow, as proposed by the Senate. Then
why procrastinate—why will any member lend
himself to keep up the do-nothing system of legisla-
tion for the paltry sum of three dollars a day?

In order that our readers may fully understand the
various propositions now pending in the Legislature
for a new park in this city, we to-day publish the
bills introduced by Mr. Morgan in the Senate and
Mr. Noble in the Assembly. The former is approved
by Mr. Cooley.

We learn from Washington that Secretary McClol-
land will leave for Michigan to-morrow, and that
Postmaster General Campbell will attend to the
affairs of the Interior Department during his ab-
sence. Decapitations are reported to be going on
by the wholesale in the departments. Our despatch
gives the names of a large number of clerks who
have been removed, and remarks that more are ex-
pected to be made to-day. The outs contemplate get-
ting up a procession by way of celebrating their
discomfiture.

The steamer Georgia, from Aspinwall, via Ha-
vana, arrived yesterday morning, with over two mil-
lions one hundred and forty-one thousand dollars
from California. The letters from our Panama and
Havana correspondents, together with the South
American news brought by this steamer, will be
found very interesting.

Our Buenos Ayres intelligence, brought by the
ship Margaret Eliza, Captain Adams, and published in
this paper, is of a very late date. It will be found
of a very interesting character, both as regards the
social position and political prospects of that portion
of South America. The blockade of Buenos Ayres
was still continued, the sittings of the peace nego-
tiation commissioners had been interrupted, and pro-
visions were enormously dear. The report of a na-
val engagement in the neighborhood of Martin Gar-
cia is confirmed. Commander Petelaga, of the ship
Chacabuco, had been killed in it. From Montevideo
we are informed of a revolt in the province of Entre
Rios, and it was reported that General Don Crispin
Valdesquez had been defeated by the insurgents. Some
of the journals contain most bitter attacks upon
the personal character and intentions of General Ur-
quiza. Mr. King, a passenger by the Margaret
Eliza, has furnished us with a letter containing a
clear synopsis of the proceedings at Buenos Ayres,
which we also publish.

Late accounts from British Guiana state that a
battle was recently fought between two tribes of In-
dians at Berbice; the slaughter, however, was not
very great, only eight having been killed, and nine
wounded. Measures had been taken by the authori-
ties to prevent further hostilities. Strenuous efforts
are being made at Georgetown to induce immigra-
tion. The bounty to emigrants has been advanced
to thirty dollars; and, as a further inducement, a
company has been formed with the intention of
building a line of steamers to ply between that place,
Demerara, the Canary Isles, &c.

It is believed that Santa Anna intends making im-
portant modifications in the new tariff of Mexico,
owing to the fact that he has prohibited its publica-
tion at Vera Cruz.

Some uneasiness has been created in Charleston, in
consequence of the non-arrival here of the steamship
James Adger, which sailed from that port on Satur-
day afternoon.

Our down-east fishermen are, it is reported, becom-
ing somewhat excited, because the government has
not stationed vessels of war in the Bay of St. Law-
rence, to protect them from the alleged in-
sult and abuse of British officials. They assert
that if the administration does not intend to
take care of themselves, they desire it to make
such fact known, in order that they may prepare
to take care of themselves. Really, this looks like
a small speck of war; but if they can only manage to
keep cool a little longer, we understand that they

will be gratified with the sight of a vessel despatched
by Secretary Dobbin which will probably attend to the
grievances of which they complain.

We would direct attention to the letter of Mr.
Love—published elsewhere—Clerk of the Chickasaw
tribe of the Choctaw Nation, Arkansas. It relates
to a negro who has been arrested there, and who
asserts he is a freeman of New York. It appears
that, according to law, he will be sold if this fact be
not proved before six months. If he is really from
this city, it is of much importance to his friends to re-
deem him. It is said that his father's name is Jacob
Jace.

The steamer Ocean, while on her way from Boston
to Hallowell last Tuesday night, ran ashore on Thack-
er's Island. At last advices it was thought she would
prove an entire loss. The passengers, freight, furni-
ture, &c., were taken off by two steamers bound for
Boston. The Ocean was valued at seventy thousand
dollars.

According to the latest returns the people of Rhode
Island have decided against holding a convention to
revise the State constitution by a very large ma-
jority.

The stock of cotton now on hand at New Orleans
is seventy-eight thousand bales. The receipts con-
stitute very light, but prices are unchanged.

We elsewhere publish a graphic description of the
exciting contests which took place over the Centri-
ville and Union (Jones) last Tuesday, viz.: between
Flora Temple and Highland Maid for fifteen hundred
dollars, and Facony and Mac for fifteen hundred
dollars. The time made by these horses was unusu-
ally good, and it is doubtful whether four animals
can be found superior to them in the world.

A full report of the Commencement celebration of
the University of New York, which took place at
Niklo's yesterday, is given in another part of this
paper. The spacious establishment was crowded by a
fashionable audience, the majority being ladies,
who appeared to take great interest in the exercises.

The evening a dinner was given, at which the
ladies, students and guests, greatly enjoyed them-
selves, nothing having occurred in the course of the
day to mar the festivities.

The corner stone of a new German Catholic
Church was laid yesterday afternoon in Williams-
burg. An account of the ceremonies on the occa-
sion, together with a sketch of Bishop Hughes' ser-
mon, will be found in another column.

In addition to much other interesting reading, our
inside pages to-day contain a comparative statement
of the New York canal tolls for 1852 and 1853; Letter
from Caracas; News from Texas; Series of
Destructive Fires; Commercial, City, Police, Per-
sonal and Miscellaneous Intelligence, &c.

The Cunard steamer Africa is now fully due at this
port, with three days' later European news.

The City—Its Present Condition—Its Pros-
pective Magnitude.

It is certain that this is a city of extraordi-
nary advantages and prosperity—now increasing
in wealth, in trade, in population, in luxury
and the means of human enjoyment with a rapidity
unparalleled, perhaps unequalled. The power, energy,
intelligence, as well as variety of its people, make up
a mighty picture of human association, and present
a demonstration of the effect of institutions really
free which removes all doubt of their excellence.

But wisdom, forethought and public spirit, as
well as enterprise and industry, are neces-
sary to secure and render most good for the
whole the advantages which we enjoy. Selfishness
and sordid feeling must in some degree
give way to public virtue, and private monopoly
to general good, or general happiness and
general comfort will not flow from the best of
municipal blessings.

The city now presents a sad spectacle in the general
want of confidence in many of its
present administrators. In the estimate formed
of these officers and their conduct and motives,
and in the causes of the evils now existing,
assigned in the public mind, there may in some
degree, though not wholly, be much error.

The commerce and financial and mechanical
business of the city are immense—employment
for all classes, from the lowest to the highest,
and at high prices, in demand—a ready market
for every production, wealth is flowing in
from every quarter, and improvements, from
private enterprise, are developing in every
direction.

Yet, in public matters, though expenses be-
yond all precedent, in every department, are
incurred, corresponding benefits do not follow.
The amount drawn from the city treasury
for street cleaning is immense—yet the
streets are extremely filthy. The amount
expended for gas and oil to light the streets
is immense—yet they are not well lighted.
The amount paid for street repairing and pav-
ing is beyond all precedent—yet where is the
city more wretched in its pavements? The
amount paid for market accommodations is vast
—and what markets more miserable in their ap-
pearance and deficient in accommodations than
the Washington Fulton and Catharine Markets?

The universal cry is relief for Broadway and
to and from the lower wards of the city—yet
what measures are taken, what bold and large
measures, adequate to the exigency, have been
adopted?

Examine the position and superficiality of this
island. It is surrounded by water, and with
natural resources on each river to accom-
modate shipping of every class quite up to
Harlem on one side and Spuyten Duyvil on the
other. Including its daily influx of strangers
full 700,000 persons every day are accommo-
dated and are abiding within its limits. It is
increasing in permanent population at the rate
of 20,000 per annum; in superfluous, northwards
between ten and twenty blocks or streets
across the island per year. Where, then, will
be the city in fifty years more, and what the
conveniences of its people, unless due measures
be now taken to secure them comfort in their
business? The present City Hall is now fifty
years old; when it was built it was deemed by
many too far up town for needful convenience.
The dense portion of the city then was as far as
Leonard street. On the like ratio of increase
where will be its boundary fifty years hence?

Let a new municipal hall be erected at or
near Madison square, or above it; let a judi-
cial hall be erected at an appropriate place in
the upper part of the island; let the present
City Hall be employed for a custom house, and
the post office be moved to the same vicinity;
let Canal street and Chambers street be cut
through, each on a straight line, to the East
river; let the Third avenue be extended on a
straight line to Chatham street, and Hudson
street to Broadway; let West street be widened
to from five hundred to six hundred feet from
the avenue to the Battery, and the railroad
cars, with their freight, run on that street; and
a line of docks, similar to the London docks, be
successively established, as far as requisite,
from the Battery northward, and the city
would well be relieved of its want of street ac-
commodations. A struggle about railroads or
no railroads to relieve the pressure would not
be found unnecessary, the upper wards would not
have to pay tribute in expense and inconve-
nience to keep property in the First ward at an
unnatural value, nor the streets torn to pieces

by the unnecessary carriage to and fro of goods
here only in transitu.

It may be said that these improvements of
the streets would fall too heavily on the prop-
erty affected by it. If so let a full portion of
the expense be borne by the city at large. It
could well afford it for improvements of a uni-
versally beneficial. It may be said that these
measures would be of a magnitude too large in
cost and operation. It is to be remembered
that the city is now a metropolis of magnitude,
and that evils and difficulties which exist and
are increasing without them are those of mag-
nitude, and that a narrow, unwise, or selfish
policy must cause extensive and perpetual in-
jury of magnitude.

It may be said that now, when taxes have in-
creased at so fearful a rate, the city cannot
afford to incur a heavier burden. To this it
may be answered: let competent and prudent
as well as honest men be elected to office; let
the systems of cleaning streets, of lighting
streets, of paving streets, of repairing them, of
erecting and repairing public buildings, and
docks, and piers, be those of economy as well as
honesty; let the idea of public agents sym-
bolizing beyond their duty with public money
be discarded; let wisdom, and care and civic
virtue reign in our public councils, and soon
will the taxes diminish, and means will be at
hand for improvements even of magnitude.

Extravagance and meanness are close allies;
economy and justice are intimate; prosperity
cannot flow from prodigality; fidelity and truth
can and will avail against fearful odds. There
cannot be a doubt that wise and good agents
can raise this city to be the first in comfort and
the first in public virtue, as well as the first in
prosperity, in the world.

THE LEADER'S RECEPTION AT NEW YORK.
THE NORTH STAR'S RECEPTION AT SOUTHAMPTON.
—A good deal of virtuous indignation is
being expressed in certain circles at the recep-
tion of the British frigate Leander by the city
of New York. It is said—and we are bound to
admit the truth of the assertion—that when the
United States frigate St. Lawrence went to
Southampton, with our contributions to the
London Crystal Palace, she was received with
the highest honors the municipality could bestow.
Her officers were fêted, the vessel was visited,
and every soul on board was the object of a
frank and large hospitality. Again, when the
yacht North Star anchored in the same port
the authorities tendered the same civilities to
her owner. He was invited to dinners, compli-
mented in the newspapers, and flattered by
every attention which kindness and policy
could suggest. On the other hand, when the
Leander arrives here, with the Royal Com-
missioners to our Crystal Palace, the event is
barely noticed in the papers; no civic
reception is extended to her officers or
passengers; and to crown the contrast, the
captain loses several of his best hands by
desertion, and is compelled to pay one
dollar per ton for water. On the one side, we
see an open-hearted generous welcome offered
to American ships in a British port; on the
other, a reception, in which indifference and
sulkiness seem equally mingled, bestowed on a
British vessel in the port of New York. If we
add that one or two obscure prints have not
scrupled to suggest that the latter was delib-
erate and intentional, and that the bulk of the
American people have looked upon the Leander
and her passengers with positive feelings of
dislike, we shall have done full justice to those
who now complain that the city has been guilty
of gross rudeness and inhospitality.

We have no intention of playing Sbrigant to
the Leander's Pourcainage, and "apologizing
on behalf of the city." Respectable men can
entertain but one opinion in regard to the recep-
tion of the Leander; whatever the British
captain may say or think on the subject, every
one of us must regret that it did not partake of
a character more honorable to us and gratifying
to him.

We are, however, fortunately enabled to give
such an explanation of the occurrence as will
at once convince the most thin-skinned "Brit-
isher" that it can in no degree be ascribed to
national prejudice or ill-will. For several years
past the municipal authorities of this city have
been in the habit of extending a large and noble
hospitality to the distinguished foreigners who
have visited us. Considerable sums of money
have been spent to do them honor, and none of
those who have accepted our proffered civilities
can assert that our purse was stinted or our
welcome meagre. On the strength of such re-
ceptions the city of New York earned a proud
name for the magnificence of its civic festivals
and its lavish hospitality. It was the boast of
this community that no king or potentate could
pay more distinguished honors to a deceased
patriot or an illustrious stranger than ourselves.

All this, however, was one day discovered to
be prodigal extravagance, serving no salutary
purpose, and arising solely from the innate
depravity of the men who filled the highest mu-
nicipal stations. Hospitality was declared to be
another term for peculation, and civic cere-
monies were pronounced a wanton waste of money.
A law was passed in the State Legislature en-
acting that the city should not be suffered to
appropriate the public money for such pageants
save only on three national anniversaries. This
law was formally ratified by an immense ma-
jority of the people of New York. It was, in short,
their deliberate sentiment, as expressed at the
polls, that we have had enough of civic recep-
tions and public fêtes, and that it was inexpe-
dient to repeat them hereafter.

It was with this law and this vote before them
that the Common Council of the city saw the
frigate Leander, with Lord Ellesmere on
board, enter the port of New York. They well
remembered the reception of the St. Lawrence
at Southampton under similar circumstances.
The very papers which announced the arrival
of the British vessel contained the accounts of
the generous welcome offered to Commodore
Vanderbilt. To say that the first impulse of
the Common Council was to imitate so worthy
an example is merely to give them credit
for the ordinary feelings of men. But the law—
there it was, in plain, unequivocal
language, forbidding anything of the kind.
Around them, on all sides, they heard them-
selves branded as thieves and robbers on the
very ground of previous receptions of a similar
nature. While vocabularies of expletives had
been exhausted in consigning them to infamy
for having expended the public money for civic
celebrations. Under the circumstances, what
could they do but suffer the Leander's arrival
to pass unnoticed?

They did so; and, as might have been ex-
pected, the very men who were the loudest in
reprobating their previous outlays for public
receptions now burst into fury at their neglect
of our British visitors. When they gave a civic
festival they were called thieves; when they

did not they were upbraided for their mean-
ness and want of courtesy. Who wouldn't be
an Alderman?

It will be some consolation to those who
really wish to reciprocate the civilities extend-
ed to our vessels in England to know that the
opportunity for so proper a proceeding has not
entirely passed away. When the British Com-
missioners are assembled at the opening of the
Crystal Palace nothing will prevent our solici-
tude the honor of their company at a banquet
to be given by the citizens of New York. All
those among us who feel that the welcome ex-
tended to the St. Lawrence and the North Star
has laid us under obligation will hasten to con-
tribute to a fund for such a purpose. The gen-
tlemen who first abused the Aldermen because
they gave public receptions, and afterwards
abused them because they did not receive the
Leander in a suitable manner, will probably de-
cline to share in the expense.

MEXICO AND SPAIN—SANTA ANNA AND HIS
IMPENDING COUP D'ETAT.—We have had some
strange and some very silly reports from Mexico
and Cuba within the last two days. On the
one hand it is rumored that General Canedo,
in behalf of Spain, has entered into an under-
standing with Santa Anna, whereby a Spanish
fleet is to be sent to Vera Cruz, and a body of
six thousand Spanish troops, "be the same
more or less," is to be sent to Santa Anna, to
assist him, not in making war upon the United
States, but in sustaining a coup d'etat, a la
Louis Napoleon. Our Havana correspondent,
as will be seen by his letter, which we publish
this morning, mentions the departure from that
port of several vessels of war for Vera Cruz
or for slaves. This confirms a previous letter
to the same import; and the same question
which then suggested itself again recurs: what
possible business can a Spanish fleet have at
Vera Cruz at this pestilential season of the
year, unless it is connected with some great
and comprehensive project of a coup d'etat by
Santa Anna?

In proof of this general rumor of a compact,
offensive and defensive between the Captain
General of Cuba, in behalf of Spain, and Santa
Anna, *El Cabano*, the organ of the Cuban
Junta of this city, adduces the following points
of evidence:—

1.—The interview of Santa Anna and Canedo, dur-
ing his stay in Havana, which lasted about four
hours, at the Molino, the residence of the Captain
General.

2.—The incorporation of about forty Spanish offi-
cers in the ranks of the Mexican army.

3.—Part of the Spanish fleet are cruising near Vera
Cruz, subject to the orders of Santa Anna.

4.—A contract between the government of Cuba
and Mexico, to provide the latter with arms and
munitions of war.

5.—The grand decoration of Carlos III. to Santa
Anna from the Queen of Spain.

6.—The allusion of Santa Anna to annexation, instead
of the restoration of the monarchy, believed to be
propagated by Santa Anna.

Wonder what Secretary Marcy is doing at
Washington. It is alleged that he is at logger-
heads with Mr. Buchanan upon the subject of
the instructions of the latter regarding his fu-
ture negotiations in London on the fishery
question. Can it be that our Premier regards
the fishery question as more pressing in its de-
mands for action than the affairs of Cuba, Mex-
ico, and Spain? Or is he awaiting the arrival of
Gen. Almonte at Washington? Perhaps he is;
but let him prepare for a coup d'etat from
Santa Anna which will make Mexico an em-
pire, or a dependency again of the Spanish
crown, under the vice royalty of the present
Dictator. Is our Premier wide awake.

PACIFIC RAILROAD.—Our State Assembly have
been amusing themselves, to fill up their time,
with another learned debate on the bill to in-
corporate the New York Atlantic and Pacific
Railroad Company. One member is afraid that
this company will turn out to be a monster cor-
poration, like Biddle's National Bank, corrupt-
ing the political elections, and controlling the
price of cotton and flour, with their hundred mil-
lions of capital stock. In fact, the bill looked
to him very much like a cat in the meal tub,
and he preferred to keep his distance. Mr.
Taylor, who seems better to understand what
he is talking about, considered this project a
great and glorious enterprise, as it is. But he
was neutralized by a whig member from the rural
districts, who flatly pronounced the concern
a Wall street speculation of the South Sea bul-
ble order. Mr. Wood, however, extinguished
the argument of the rural gentleman in a few
palpable hits for the road; and he was seconded
in splendid style by Mr. Littlejohn, who is
anything but a little John on this mighty
question.

Mr. Shaw pronounced the idea that the tre-
mendous commerce of Asia could be brought
over our continent on a railroad, or on any
thing of the kind short of four or five hundred
parallel tracks, a preposterous absurdity, or
something of the sort. Still he is of the opinion
that a railroad to the Pacific may be useful to
the country in a pecuniary point of view—so
are we. And accordingly, we agree with Mr.
Shaw, that the bill ought to be perfected so as
to be acceptable to Congress as possible.
But if Mr. Shaw means by this that it would
be good policy to kill the bill by delay we
cannot coincide with Mr. Shaw. We consider
it the duty of New York, from her paramount
interest in the work, to break ground upon this
Pacific railroad. Let us get the thing started
at all hazards. There is no danger that a cor-
poration to build this road will employ its hun-
dred millions of capital to overturn the lib-
erties of the country. Pahaw!

TWEEDE-DEE AND TWEEDE-DEE.—A quarrel,
considerably fiercer than that between Russia
and Turkey, remains unsettled between the
True National Democrat, "the Original Ja-
cobs," and the *National Democrat*, the "real
genuine Original Jacobs," upon the subject of
the Tammany Hall rioters. It will be remem-
bered that shortly after the Presidential elec-
tion last fall, the Democratic General Com-
mittee was attacked in Old Tammany by a posse
of outsiders, and that Augustus Schell, chairman,
received some ugly knocks and cuts about the
cranium. Had he not been a hard shell the
consequences might have wound up his politi-
cal career. He has survived to see the assail-
ing party brought to trial; but the technical
difficulties to their condemnation induced the
organ of the hard shells—the "real genuine
Original Jacobs"—to suspect that there was foul
play somewhere, and so he came out with a
charge the other day of "disgracing rascality"
in the management of the trial. The soft shell
filibuster organ—the "Original Jacobs"—flings
back the accusation of "disgracing rascality"
upon his neighbor, the hard shell, with interest.
Meantime, the sentence of the rioters has been
postponed to the July term. Therefore let us
hope that there will be a compromise between
the two warlike brethren of the Jacobs family.
Why should there be a row between twee-
de-dum and twee-dee?

THOSE UNFORTUNATE CELESTIALS.—Cannot
something be done for those unfortunate Celesti-
als of the Tong-Hook-Tong Dramatic Company,
whose melancholy condition, over the certificate
of Long Shew, was so frankly set forth in
yesterday's *HERALD*? Exiles among "outside
barbarians" half way round the globe from
Kwang-tun, hard indeed is the case of Likoon,
Min-chu, and their forty odd members of the
Tong-Hook-Tong association. Is the hospitable
host of the Shakespeare Hotel to be saddled with
the unqualified terrestrial comforts of these
Celestials? There is nothing in their contract
requiring him to furnish their rice, fish and
souchong, as his contribution to the celestial
drama, free of charge. They can't pay. Nor
are there any junks from Shanghai, or Ningpo,
or Hong Kong, wherein they might reship to
the Central Flawery Kingdom. Besides, is there
not a war of extermination raging out there be-
tween the partisans of the Taming chaw, or Ming
dynasty, and the imperial Manchos of the suc-
cession of Hien-fun? Yes, there is. But these "poor
players" might do something which they return
to San Francisco. Something might be done
with them, in connection with a small circus,
even on this side of the continent, if some enter-
prising and go-ahead manager like Barnum
were to take them in hand and give a series
of exhibitions with them through the interior of
the country. We trust that some active man
will appropriate this hint to his own advantage
and theirs. But surely the dramatic profession
of New York will not permit them to suffer
for the temporary want of rice and fish. And
does not their case come within the by-laws of
the Dramatic Fund Association? We ask for
information. Something should be done for
these unfortunate Celestials.

TIMELY WARNING.—The season of the year
is at hand when the watering places and fashio-
nable resorts of the seaboard and the interior are
infested with all sorts of adventurers and
filibusters on a small scale. Among them
there is occasionally to be found some presu-
mption genius in the unauthorized character of a
correspondent or *attaché* of the New York
HERALD. Against all such impostors we recom-
mend to hotel keepers and others an applica-
tion for their certificate from the *HERALD*
office, where there is any ground of reasonable
doubt of the real character of the individual.
And be it further remembered, that all our cor-
respondents are instructed to "pay as they go."

Talk on 'Change.
Cotton was again active, with sales of 4,000 bales,
without change in price. Tobacco again sold to the extent
of about 500 hogsheads, at full price. Breadstuffs were
without change. Groceries and provisions were inactive,
without alteration of moment in prices. There was some
disposition manifested to hold back in some articles until
the arrival of the Africa, which was about due.

The want of dock room for shipping was seriously com-
plained of. Vessels were compelled to lay at the ends
of the piers, often several days, and wait for days to-
gether before they could be enabled to discharge. It
was considered that it might be unsafe to fill out piers in
the East river, but that no fear was to be apprehended
from a similar operation on the North river side. It was
suggested that ample docks on that side of the town
should be built for the accommodation of shipping. These
might be formed into a large basin, by driving piles
around three sides, with an entrance for vessels on the
outer line or wall. In such docks vessels could, in
large numbers, be safely accommodated. A suggestion
of these might line the North river shore
from near the Battery to Fortieth or Fiftieth
street, if necessary. Moderate dock fees might be im-
posed, which might be applied to their repairs, &c., and
to sink their original cost. A great convenience would
arise from securing the shipping. One large basin might
be known as the Liverpool dock, and others as the Lon-
don, Havre, or Continental dock, the West India and
California docks, &c. Much time was lost and confusion
experienced from the scattered and irregular berth-
ings which vessels occupied at present.

It was suggested that as the business wharves would
necessarily extend up the island, that truck railroads,
with turn outs at the piers, would greatly facilitate the
transportation of goods from one extremity to the other.
The Pilot law just passed by the Legislature, though
not so good in all its provisions as desirable, yet in the
main it was considered a step forward.

The blockade of Buenos Ayres by Urquiza was thought
to be unfavorable to American trade, and the exercise of
energetic measures for its protection was considered ne-
cessary. Buenos Ayres was one of the most extensive
markets for hides, the value of which was likely to be
materially enhanced by any long continued interruption
to commercial intercourse.

The Crystal Palace.
ADDITIONAL PARTICULARS OF THE ITALIAN DE-
PARTMENT.

Among the rarest and most valuable contributions from
abroad to the New York Exhibition will be those em-
braced in the Italian department. These contributions
are now rapidly coming in, and we will venture to say that
very few persons have yet fully anticipated the variety,
the extent, and the value of this unique and choice col-
lection. It is especially rich in works of art—paintings
and sculptures—works of the old masters, originals as
well as imitations, and some of the finest creations of
modern genius.

We have glanced over an advance sheet of the Italian
catalogue, containing the Piedmontese, Milanese, and
Modenese contributions. This catalogue does not contain any
of these and choice contributions from Florence and
Rome, and yet it could furnish, in works of art alone, a
most interesting and curious exhibition of itself. As a
specimen of this department the reader may be gratified
by an enumeration of some of the principal works of
merit entered for exhibition belonging to one branch
of the arts alone, namely, sculpture, and for this purpose
we will take so much of the catalogue as relates to ex-
hibitions from the Italy of Modena. Among these
articles will be found a fine and simple statue of
Pio Nono, the present Pope of Rome, in marble, by
Tenessi, a sculptor of Carrara. A member of
the Academy of Fine Arts in Carrara will exhibit some
beautiful specimens and groups, namely, a Hete; in
statuary marble, by Canova; the Shepherd and a Mer-
cury, by Thorwaldsen; the celebrated Saverio, mounted
on a small pedestal, by Benvenuto Cellini, and statuary
marble; and an original group, the figures of the sib-
ils, representing two lovers going to the altar. In ad-
dition to these beautiful creations of genius, we are to
have, among other finished works of the chisel, the
Venus called "The Paris Venus," a group of Cupid and
Psyche, from the original in the capital of Rome; a
group of Ganymede by Thorwaldsen; a Bacchante, copy
from the original of Luigi Biondini; a copy from the
original of Bartolomeo, Faith in God; the Dying Gladiator;
the Flora of the Capitol; Saint John, by Prof. Emanuele
Bazzanti; and *Il Nazareno*, a bust from the original,
by the same Professor in the Academy of Fine Arts in Car-
rara. Besides these, we observe a variety of bacchantes
cupids, nymphs, and a beautiful collection of original
statues, and groups in statuary marble, together
with a collection of busts, antique and modern, such as
the bust of Copernicus, being a copy from Farnese;
another of the same, modelled by the author, with pedestal;
bust of Dante; a bust of Dante, from the antique; a bust
of Diana and a bust of Apollo, both from the antique, with
pedestal. A most beautiful original specimen of groups
figures in statuary marble are also included in this col-
lection. A shepherdess seated, watching a sheep which
is browsing among two, two cupids disputing the possession
of a heart; a cupid feeding a bird; children, representing
the Genesis of Spring and the Genesis of Summer; a group
grieving herself with flowers; Enamelled writing her
lover's name on a tree, &c.

We have mentioned thus far